From Matsunaga

То

Kultus Cove

Ballast/Cargo Ballast

ED\_002238\_00002710-00001

Vessel

Mount Baker

Voy/ Date

1402/09-Mar

LZ veather Conditions (Summer/veinter) typhoon). Anticipated weather enroute: winter
Appraisal by the Master (in the boxes provided, enter a tick √ to signify 'yes'; enter a cross X to signify 'no'; enter 'N/A' to signify not applicable".)
☐ Charts and publications on board for voyage ☐ Water sufficient for voyage ☐ Trading Exclusion Areas checked(by C/P or Insurance)
Bunkers sufficient for voyage.
r Winter Voyage (FR 6.3.6)
▼Trading in ECA (Emission Control Area) or RCW (Regulated California Waters within 24 nm) - Bunkers with regulated Sulphur Content on board/bunkering planned -see Marpol VI Plan.
NI VRP & VGP 123 Callionia NI VCP 23 Alaska NI VSP 24 Valid Washington State WSMC + EN I V(except the Columbia River System) 化Millamette Rivers- Washington and Oregon States-Advise Agents) 区 Canada WCMRC (West Coast) 化 Canada ECRC (East Coast) 枢 Panama Canal SOPEP - Valid Notice of
Acknowledgement
[X] 12 mile speed limit within 40 miles off Pt.Fermin, Long Beach/Los Angeles, Ca. [X] Seasonal speed restrictions (10 kts) on USA East Coast for Right Whate Protection (Ref Ship File 6B)
Following publications were consulted by the Master for preparation of Voyage plan and the Navigating Officer instructed for selection of the route:
☑ Ocean Passages of the world (NP136) ☑ Tide Tables, Tidal Current Tables ☐ Local Requirements
Sailing Directions / <del>U.S. Goast Pilot</del>
☑ Largest Scale Charts for voyage   ☑ Notices to Mariners   ☑ Great Barrier Reef Marine Park (GBKMP) Zoning Plan 2003- Designated Areas
Port & Navigational Information" file 6B Emergency Checklists in particular Pa
☐ Current Atlas/Weather charts/Variation charts  ☐ U Local VTS Manual if any practical experience, Guide to port entry, etc used. Port&Terminal Guide/NP428,42A,62,25
☑ Ship Security File & Ship Master's Security Manual (BIMCO) for Routeing to avoid <b>Piracy and Armed Robbery areas</b> Vovace Charts and Navigational publications were corrected through Notice to Mariners Nr 08/2014
Navrex, AIS, EGC Receiver settings amended for the voyage  ALRS – Provide page numbers or attach the copies of that pages that will be used during voyage.  ALRS – Provide page numbers or attach the copies of that pages that will be used during voyage.  ALRS – Provide page numbers or attach the copies of that pages that will be used during voyage.
Planning (Bridge Team Management -2 <sup>nd</sup> Edition by Nautical Institute may be referred to for guidance in preparation of the Voyage Plan)
Charts  Who in the property of dangers & anticipated tidal information marked on charts.
nplete coverage of voyage and surrounding areas available on board
Voyage charts corrected to latest NTM, Navigational Warnings, T&P notices (copies of T&P ☐ Routing in dense traffic areas with fishing vessels and nets avoided as far as possible notices kept on affected voyage charts for ready reference by all OOWs)
☑ Vessel's maximum draft during the voyage and "Under keel clearance" considered traffic areas unavoidable to avoid contact with vessels and nets (fixed and floating objects)
☑ Highlighted reference to local notes on chart- "areas to be avoided" Manoeuvring Data
☑ Routeing hazards identified and marked. All Cautionary notes on approach & port charts ☑ Squat conditions on vessel's maximum draft and speeds considered, for the least width discussed with all OOWs during pre-arrival & pre-departure briefing meetings and depth of channel (check with agents, pilots) using correct block coefficient for the
age 16&17) and
oiscussed with all OOWs during pre-arrival & pre-departure orienting meetings ☐ Add any other relevant information for the voyage.
☑ Radar Conspicuous objects marked

BW Exchange Special Requirements: 🙀 Routeing >50 miles off coast (in 200 mtr depth) for BW Exchange on USA WC 🔯 Two Water Ballast Exchange for Amazon & Para River, Brazil

Voyage Plan (BR-12) Prior to proceeding to sea, the Master shall ensure that the intended voyage has been planned in detail from berth to berth and approved by himself (SOLAS Ch.V-Regulation 34).

<b>\</b>	Approved by Master
реак up, listen and work together. Master shall ensure that OOw and watch ratings are tion those decisions and actions which may be dangerous for safe ship operation.  If brief Master/Pilot to ensure safe navigation irrespective of whether Master/Pilot is on the	raise concerns, listen with respect. "No single person is perfect, but our team can be, if we speak up, listen and work togemer, master shall ensure that COW and watch raings are briefed to speak up and raise concerns. Bridge Team Members shall never hesitate to question those decisions and actions which may be dangerous for safe ship operation.  In the properties of whether Master/Pilot is on the properties of the propert
a disastrous situation). Communicate freely among the team. Speak up, share views,	a) Avoid One Man Error (Eliminate the risk that an error on the part of one person may result in a disastrous situation). Communicate freely among the team. Speak up, share views,
sist of at least one Nav Officer + Master + Helmsman. (Watch Type "B").	<ul> <li>Within Confined waters and 15 miles prior Pilotage waters, the Bridge Team shall consist of at least one Nav Officer + Master + Helmsman. (Watch Type "B").</li> </ul>
ping distance and advance (crash stop/or turning around in an emergency to avoid danger).  speed if necessary.	<ul> <li>Study the maneuvering characteristics displayed on bridge especially the turning circle, stopping distance and advance (crash stop/or turning around in an emergency to avoid danger)</li> <li>Never hesitate to call the Master. Never hesitate to take avoiding action and to reduce speed if necessary.</li> </ul>
ig coastal voyages ship's position shall be plotted by COW at intervals at least as per this	Master must in that case decide on the time interval for plotting positions on the chart. During coastal voyages ship's position shall be plotted by COW at intervals at least as per this plan and keep course line or further away from navigational dangers.
eather conditions, set and drift so that the ship cannot run into danger between fixes. eache of certain charts may not permit plotting the position every hour on the chart, the	<ul> <li>due consideration of distance off from land or navigational dangers, the speed of vessel, weather conditions, set and drift so that the snip cannot run into danger between fixes.</li> <li>When navigating in open seas, the ship's position must be checked at least every hour. The scale of certain charts may not permit plotting the position every hour on the chart, the</li> </ul>
where radar and visual fixes can be obtained.  During pilotage, position monitoring and plotting must be continued at reduced intervals and passing salient points shall be marked on chart. The plotting interval must be reduced with	<ul> <li>Where radar and visual fixes can be obtained.</li> <li>During pilotage, position monitoring and plotting must be continued at reduced intervals and</li> </ul>
ights, transit bearings, light sectors play a crucial role in helping monitor the ship's position.	GPS position shall not be relied upon during coastal passages. In pilotage waters, leading lights, transit bearings.
. its implementation is of equal importance. It the ship is on the track after alteration of course is completed. Cross check positions once	<ul> <li>This is a very important aspect of voyage plan. Having a good voyage plan is essential, but its implementation is of equal importance.</li> <li>Emphasis to be given to following the planned track, more so at alterations &amp; confirming that the ship is on the track after alteration of course is completed. Cross check positions all available means of the planned track is found unsafe for the vessel call Master at once.</li> </ul>
	Monitoring the Ship's Passage
res on voyage (EF 3.1-08005 may be referred to for guidance) ☑ Plug scuppers in port. mia No Discharge Zones for Sewage, Great Barrier Reef Marine Park, Nearest Land near ge effluent within 3 miles off Korea, prohibition on incineration within 3 miles off coast, Check vessel's position and distance off the coast from bridge prior disposal of bilge water, go contaminated bilge water	Marine environmental protection measures: Brief crew of the applicable environmental measures on voyage (EF 3.1-08005 may be referred to for guidance) ☑ Plug scuppers in port. ☑ Marpol Special areas on voyage ☑ Relevant local regulations (eg: <i>USA NPDES-VGP</i> , California No Discharge Zones for Sewage, Great Barrier Reef Marine Park, Nearest Land near Australia NE Coast, Sulphur Emission Control Areas etc) prohibition on disposal of treated sewage effluent within 3 miles off Korea, prohibition on incineration within 3 miles off coast, prohibition of washing deck in Turkish St.) and to avoid activities damaging the environment. ☑ Check vessel's position and distance off the coast from bridge prior disposal of bilge water, sewage, garbage and incineration. ☑ BW Mgmt ☑ <i>Disposal of HME Cargo residues &amp; HME cargo contaminated bilge water</i>
neasures of Marsec Level 3 when navigating through areas with Piracy & Armed robbery.	Mark off areas with Piracy & Armed robbery & navigate with caution and implement security measures of Marsec Level 3 when navigating through areas with Piracy & Armed robbery.
always be the safest) Keep adequate sea room on starboard side from navigational crossing from starboard side" situations.  PA to 350 miles while carrying deck cargo as far as possible.	off on coastal passages. (Always choose safe route. Shortest route between two points may not always be the safest) Keep adequate sea room on starboard side from navigational hazards on coastal passages to allow course alteration for collision avoidance in "head on" and "crossing from starboard side" situations.  [V] Keep CPA of at least 250 miles from eye of typhoon/STS, whenever possible. Increase the CPA to 350 miles while carrying deck cargo as far as possible.
n miles off in restricted waters. if possible). Increase safety margin to about 6~12 n miles	Courses are laid on charts allowing as much safety margin off navigational hazards (all least 3
Light Contingency planning in restricted waters (Refer CMM Cn.4 Emergency Snipboard plans for Steering & M/E failure, Collision & Grounding)  Traffic senaration and Routeing schemes used	Following items are taken into account  ☐ Alteration points ☐ Areas where Master's presence required (mark on chart)
☐ Last abort position or Point of no return- (Refer to BTM by NI- Page 27) ☐ Emergency anchorages ☐ Alternative /Emergency tracks/anchorages	☑ Any additional precautions at pilot boarding area or drop off point such traffic convergence, safety traffic lane, buoyed channel, reports to VTIS etc maintaining safe distance from NGA
	Narrow buoyed passages with strong cross currents, heavy traffic, fog etc.
☐ Crew call out position(s)	X  Extended hilotage
Validus autridines, services etc.	☑ Bridges and air draft restrictions
☑ Vessel traffic system and calling points in use marked VHF channels for contacting	X Any restriction at departure port such as tidal requirement for passage to pilot drop off point
<ul> <li>✓ Areas where bridge/engine room watches are to be doubled (mark on chart)</li> <li>✓ Parallel Index references</li> </ul>	Pilot and Port Information  ☐ Pilot boarding area marked ☐ WHF procedures / Channels
	G = 449

Issued/Rev: 01.10.13 / 13

Read and understood prior taking over the first navigational watch on voyage: : Chief Officer\_

Page 2 of 8

Retain completed plans on board for at least one year

14-5

3<sup>rd</sup> Officer

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hart N	essel
Chart Numbers: JP153,JP137B,JP137A,JP106,JP131,JP150A,JP150C,JP77,JP93,BA996,JP80,JP87,BA2347,BA4510,BA4522	Vessel Mount Baker
106,JP131,JP150A,JP150C,	Voy/ Date 1402/09-Mar From
JP77,JP	From
93,BA996,JP80,JP87,BA	Matsunaga
2347,B	To
14510,BA4522,BA480	Kultus Cove
305,BA4806,B	Draft
A4920,B	F 3.3
A4922,I	> >
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BA4945,BA4943	Air Draft 37.19
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Point   Poin	17%			-	□Celestial □Other					-		4501	133-34.06E	133-32.3E		
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May Point   Track   Instructions	ŽŽ				□Celestial □Other					-		0 932	133-13.66E	133-14.0E		
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Nay Point         Track Line         Track Line         Eix Method         Fix Method         Fix Method         Fix Method         Fix Method         Name Caourse of Law Long         Course of Advance Law Long         Course of Course)         Speed of Law Long         Course of Course)         Speed of Course)         Distance Minimum Minimum Long         Cotal)         Fix Method         Fix Method         Tidal Current to be relied on Course.         Watch Instructions, Notes, Hazards of Note	7.		æ	□Flood □Slack	⊡Visual ⊡Radar □GPS	5mns	127.88	>5m	0.74	ڻ.	214		34-22.58N	34-23.2N	ω	
Way Point       Track Line       Track Line       Fix Method       Fix Method       Fix Method       Hay India Current       Way Course of Advance Law Long       Course of Advance Law Long       Course of Advance Course)       Course of Advance Course)       Course of Lone Manage Course (total)       Fix Method       Fix Method       Watch Instructions, Notes, Hazards of Type Coastal voyages       Concentration of fishing boats Vessel in Special Concern, Notes such as Concentration of fishing boats Vessel in Special Area, Reef area, SECA, Important Observations etc         34-24 IN 33-14-5E       57/4+       213       3       1.1       >5m       129.88       5mns       5mns       Misual Eradar IGFS       In Flood ISlack       B         34-23 ZN       185       5       0.9       >5m       128.78       5mns       Efvisual Eradar IGFS       In Fix Method       Valch Instructions, Notes, Hazards of Concern, Notes such as Valch Instructions of Special Concern, Notes such as Valch Instructions of Coastal voyages       A/B/C       Concentration of fishing boats Vessel in Special Area, Reef area, SECA, Important Observations etc	*				□Celestial □Other							8160	133-14.4E	133-14.5E		
Way Point       Track Line       Track Line       Fix Fix Method       Fix Method       Fix Method       Watch to be relied on Coastal voyages       Tidal Current to be relied on Coastal voyages       Watch to be relied on Coastal voyages       Watch to be relied on Coastal voyages       A/B/C Vessel in Special Area , Reef area, SECA, Important Observations etc       A/B/C Vessel in Special Observations etc       SECA, Important Observations etc         34 24 1N       0 9 - M4v- 213       213       3       1.1       >5m       129.88       5mns       Missual @Radar DGPs       □Flood □Slack       B         133-14 5E       0 9 / //4       213       3       1.1       >5m       129.88       5mns       □Colestial □Other       □Elbb Set Drift       □Elbb Set Drift       □Elbb Set Drift			æ	□Flood □Stack	⊠Visual ⊠Radar ⊟GPS	5mns	128.78	>5m	0.9	Οì	185		34-23.2N	34-24 1N	2	
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Way Point Track Line Fix Fix Method Watch Instructions, Notes, Hazards of		Special Concern, Notes such as Concentration of fishing hoats	Туре	Tidal Current	GPS position NOT	ncy que	To Go	Minimum	Distance to Next	Speed of Advance	Advance	ΕΤΑ	Geographical	Geographical	Ref	
Track Line Fix Nemarks During Voyage		Instructions, Notes, Hazards of	Watch		Fix Method	Fre	Dist	1					I	1		
	 )	Remarks During Voyage				<u>T</u>			Line	Track			ay Point	W		

Use additional sheets as required for more waypoints. In remarks section put reference to any dangers to navigation on the course, any speed changes required, concentration of fishing vessels, Maximum parallel Indexing, or any such relevant information. Watch: Type of watch – A (Duty officer + Lookout from sunset to Sunrise) B (Master + Duty Officer + Lookout) C (Master + Duty Officer + Extra Mate + Lookout). Helmsman to be called by the Duty Officer as per Master's Standing Instructions. Call an additional look out when the regular look out is used as Helmsman.

tead and understood prior taking over watch: Chief Officer	repared by: ( 7 ) ( Approved by Master: Approved by Master:
_2 <sup>nd</sup> Officer プントレ	Always verify the units of
3rd Officer + 15ph	f soundings on each chart in use & Proceed at Safe Speed

Retain completed plans on board for at least one year

Draft   F 3.3 ¥   A 5.81   Air Draft 37.15   Sheet Nr 805,BA4806,BA4920,BA4922,BA4944,BA4945,BA4943
Vessel         Mount Baker         Voy/ Date 1402/09-Mar         From         Matsunaga         To         Kultus Cove         Draft         F 3.3 \$ A 5.8 A print         A 5.8 A print         A print         Sheet Nr           Chart Numbers: JP153,JP137B,JP137A,JP106,JP131,JP150A,JP150A,JP150C,JP77,JP93,BA996,JP80,JP87,BA2347,BA4510,BA4522,BA4805,BA4806,BA4920,BA4922,BA4944,BA4945,BA4943         Sheet Nr
atsunaga To Kultus Cove Draft   F 3.3 \( \) A \( \) \( \) Air Draft \( \) 3 Neet Nr  16, JP80, JP87, BA2347, BA4510, BA4522, BA4805, BA4806, BA4920, BA4922, BA4944, BA4945, BA4943
To Kultus Cove Draft   F 3.3 \$   A 5.3 \$   Air Draft 32.45   Sheet Nr 347,BA4510,BA4522,BA4805,BA4805,BA4920,BA4922,BA4944,BA4945,BA4943
Kultus Cove         Draft         F 3.3 № A 5.81         A ir Draft         3.15         Sheet Nr           510,BA4522,BA4805,BA4806,BA4920,BA4922,BA4944,BA4945,BA4943
Draft   F 3.3 \$   A 5.8   Air Draft 37.4   Sheet Nr ,BA4806,BA4920,BA4922,BA4944,BA4945,BA4943
F 3.3 8 A 5.81 Air Draft 32.45 Sheet Nr BA4920,BA4922,BA4944,BA4945,BA4943
A 5. 81 Air Draft 32.45 Sheet Nr 1922,BA4944,BA4945,BA4943
Air Draft 32.15 Sheet Nr., BA4945,BA4943
Sheet Nr

	22		21	T	20		19		ä		17		<del>-</del>	T	 5		<u></u>		ಥ		12	Ţ	N R		
134-56.7E	34-36.15N	134-20.BE	34-23.94N	134-13.62E	34-28.78N	134-08.17E	34-25.79N	134-03.58E	34-26-53N	134-00.75E	34-29.28N	133-56.2E	34-24.44N	133-50.83E	34-22.73N	133-49.64E	34-21.89N	133-47.4E	34-20.98N	133-42.33E	34-18.75N	Lat/ Long	Geographical	From	<b>S</b>
134-59.1E	34-37.1N	134-56.7E	34-36.15N	134-20 8E	34-23.94N	134-13.62E	34-28.78N	134-08.17E	34-25.79N	134-03.58E	34-26.53N	134-00,75E	34-29.28N	133-56.2E	34-24,44N	133-50.83E	34-22.73N	133-49.64E	34-21.89N	133-47.4€	34-20.98N	Lat/ Long	Geographical	70	Way Point
1635		771(	1217	1570	, , , , ,	1325	1	1200	د	125/	7	1221	7 7	6.7	- -	120 %	5.5	6 6 . 1 1	ニケワ	137	ָבָּרְ עָ בְּרָרְ	a win	ΕΤΑ		
	065		890		088		114		101		062		077		069		050		064		062	(True Course)	HOVER	Course of	
	7.9		7.9		7.9		7.9		7.9		7.9		7.9		7.9		7.9		7.9		7.9	(Speed)	Advance	Speed of	Track Line
	2.19		32		5.92		4.94		3.87		2.65		3.86		4.76		1.29		2.06		4.79	Point	to Next	Distance	Line
	>30m		>20m		>25m		>10m		>20m		>25m		>25m		>20m		>30m		>17m		>7m	keel Clearce	Under	Expected	
	33.49		65.49		71.41		76.35		80.22		82.87		86.73		91.49		92.78		94.84		99.63	(totar)	1	Dist Go	
	5mns		5mns		5mns		5mns		5mns		5nins		5mns		5mns		5mns		Smns		5กกร		ncy	Fre	T)
□Celestial □Other	ElVisual ElRadar ElGPS	□Celestial □Other	図Visual 図Radar 図GPS	Celestial Oother	図Visual 図Radar 図GPS	Celestial Cother	図Visual 図Radar 図GPS	□Celestial □Other	던Visual 년Radar 명GPS	□Celestial □Other	⊠Visual BRadar ⊠GPS	□Celestial □Other	図Visual 四Radar 図GPS	□Celestial □Other	🗹 Visual Of Radar 🕳 PS	□Celestial □Other	년Visual 团Radar EIGPS	Celestial DOther	@Visual 면Radar 면GPS	Celestial Cother	⊡Visual छिRadar खिGPS	Coastal voyages	to be relied on	GPS position NOT	
□Ebb Set Onft	□Flood <b>⊡</b> Slack	□Ebb Set Drift	⊠Flood □Slack	☐Ebb Set _ Drift	EFlood CISIack	□Ebb SetDrift	Slack	□Ebb Set Drift	☑Flood □Slack	□Ebb Set Drift	Slack	☐Ebb Set Drift	∰Flood □Slack	□Ebb Set Drift	Slack	□Ebb SetDrift	Slack	□Ebb Set Drift	Slack	□Ebb Set Drift	☐Flood ☐Slack		i kdai Current	1	
	œ		130		σ		8		w		В	_	œ		œ		E3		8		E3	A/B/C		Watch	
	Traffic Route		Recommend Route		Recommend Route		Traffic Route		Traffic Route		Traffic Route		Traffic Route		Traffic Route		Traffic Route		Pass Yoshima Bridge		Traffic Route	Vessel in Special Area , Reef area, SECA, Important Observations etc	Concentration of fishing boats	Instructions, Notes, Hazards of	Remarks During Voyage
o Smin	00 m	アンスを	7. 'S	J. r. ok	o's	S-1262	N. 76	S-MM	, o	J- WAR	7. 8	2000	N. '0	25-MAR	, a	Services.	A A.	55-MAR	0.5%	Ž.	13/45	date	& Pan	signature	)

Use additional sheets as required for more waypoints. In remarks section put reference to any dangers to navigation on the course, any speed changes required, concentration of fishing vessels. Maximum parallel Indexing, or any such relevant information. Watch: Type of watch – A (Duty officer + Lookout from sunset to Sunrise) B (Master + Duty Officer + Lookout) C (Master + Duty Officer + Extra Mate + Lookout). Helmsman to be called by the Duty Officer as per Master's Standing Instructions. Call an additional look out when the regular look out is used as Helmsman.

Prepared by:Approved by Master:	78	_ Always verify the units of soundings on each cha	ırt in use & Proceed at Safe Speed
Read and understood prior taking over watch: Chief Officer	The state of the s	2 <sup>nd</sup> Officer 2 ×11 3 <sup>rd</sup> Officer	拉煙頭

Issued/Rev: 01.10.13 / 13

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Retain completed plans on board for at least one year

Voyage Plan (BR-12)
Prior to proceeding to sea, the Master shall ensure that the intended voyage has been planned in detail from berth to berth and approved by himself (SOLAS Ch.V- Regulation 34).

Chart Numbers: JP153,JP137B,JP137A,JP106,JP131,JP150A,JP150C,JP77,JP93,BA996,JP80,JP87,BA2347,BA4510,BA4522,BA4806,BA4920,BA4922,BA4944,BA4945,BA4943

Vessel

Mount Baker

Voy/ Date 1402/09-Mar

From

Matsunaga

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Kultus Cove

Draft

F 3, 78

A S.8 | Air Draft 37 () Sheet Nr

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Point   Clearce   Clearce   Coastal Voyages	10-14/2			□Ebb Set 人//2Drift /	□Celestial □Other	mns						6111	139-18.0E	135-45.0E	
Point   Clearce   Coastal Voyages   Coastal Voyages   SECA Important Observations etc		Disposal food wa	>	□Flood □Slack	□Visual Maradar MGPS	30	4512.6	>70m	193.9	10.9	086	10-MAR	34-36.0N	33-18.0N	<u>ස</u>
Point   Clear-   Cl	22				□Celestial □Other	mns						1744.	135-45.0E	135-22.8E	
Point Clearice  118	3.00°		>	□Flood □Slack	⊡Visual Maradar ⊠GPS	30	4532 B	>480m	20.2	10.9	113	)	33-18.0N	33-25.8N	ಜ
Color   Colo	G#K				□Celestial □Other	RIMI						2224	135-22.8E	135-05.8E	
Point Clearce   Coastal Voyages   Vesser III Optical Area , Reel area   Coastal Voyages   Vesser III Optical Area , Reel area   Coastal Voyages   Vesser III Optical Area , Reel area   Coastal Clear   Coas	9/1/4		>	□Flood □Slack	☐Visual Madar MGPS	36	4550.4	>300m	17.6	10.9	126	; ; )	33-25.8N	33-36.2N	31
Point   Clearice   Coastal voyages   Coastal v	0)/6-04				□Celestial □Other	mns						2/00	135-05.8E	134-56.6E	
Point   Clearce   Coastal voyages   Vessel in Opticial Area, Reel area,   Vessel in Opticial Coastal C	Pilop		Þ	□Flood □Slack	□Visual IDRadar IDGPS	ઝ	4566.9	>60m	i6.5	10.9	152	A11/2-50	33-36.2N	33-50.8N	8
Point   Clearce   Clearc	37/20				□Celestial □Other	mns						1100	134-56.6E	134-59.85E	
Point   Clearce   Coastal voyages   Vessel in opecial Area, reel area, vessel in opecial Area, and reel area,	12 % THE STATE OF		Þ	☐Flood ☐Slack	□Visual <b>ଅ</b> Radar ଅGPS	20	4586.5	>55m	19.6	10.9	189	, Ke	33-50.8N	34-10.2N	29
Point   Clearce   Point   Clearce   Point   Clearce   Point   Clearce   Point   Clearce   Point   Clearce   Point	2011-120				□Celestiai □Other							1700	134-59.85E	134-58.5E	
Point Clearce   Coastal voyages   Coastal voyages   Coastal voyages   Coastal voyages   Vesset in opecial Area, reel area, vesset in opecial Area, area, reel area, reel area, vesset in opecial Area, area, reel are	dop	D.O.P	C	□Flood □Slack	©Krisual BiRadar BiGPS	5mns	5.9	>40m	5.9	6.9	169	à	34-10.2N	34-16.0N	28
Point Clearce Coastal voyages Coastal voyages Vesser III Special Alea, Reel area, vesser III Special Alea, II Special Al	of - 10				□Celestial □Other							9581	134-58.5E	134-58.5E	
Point Clearce Coastal voyages SECA, Important Observations etc  1.18 >60m 31.3 5mns Øvesual Øfadar Øfps □Flood Øslack B Traffic Roule  4.32 >40m 30.12 5mns Øvesual Øfadar Øfps □Flood Øslack B Traffic Roule  4.32 >40m 30.12 5mns Øvesual Øfadar Øfps □Flood Øslack B Pass Akashikalkyo O-hashi Bridge  4.8 >20m 25.8 5mns Øvesual ©fadar Øfps □Flood Øslack B Pass Akashikalkyo O-hashi Bridge  12.6 >35m 21 5mns Øvesual ©fadar Øfps □Flood □Slack B Pass Akashikalkyo O-hashi Bridge  12.6 >35m 21 5mns Øvesual ©fadar Øfps □Flood □Slack B Pass Akashikalkyo O-hashi Bridge	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	TSS	33	□Flood □Slack	配がisual 四Radar 口GPS	Smns	8.4	>70m	2.5	7.9	180	· ·	34-16.DN	34-18.5N	27
Point Clearce Coastal voyages Coastal voyages Vessel II operoid Alea , reel area, vessel II operoid Alea	09-M				□Celestial □Other							1/55	134-58.5E	135-04.8E	
Point Clearce Coastal voyages Vesser III opticular Lated , reel area, vesser III optic	J. O. J.		tb	OFlood □Slack	図Visual 四Radar 四GPS	5mns	21	>35m	12.6	7.9	204		34-18.5N	34-30 QN	26
Clearce   Clearce   Coastal voyages   Vessel II Special Area, Reel area, Re	W-50				Celestial Cother							1718	135-04.8E	135-04.8E	
Point Clearce  Clearce  Clearce  Clearce  Clearce  Clearce  1.18 >60m 31.3 5mns Elvisual Elfader ElfcPS □Flood Elsiack B Traffic Route □Cohestial □Chner □Ebb Set □rift  4.32 >40m 30.12 5mns Elvisual Elfader ElfcPS □Flood Elsiack B Pass Akashikalikyo 0-hashi Bridge  Cleastial □Chner □Ebb Set □rift  Cleastial □Chner □Ebb Set □rift  Cleastial □Chner □Ebb Set □rift	d. K.		Œ	☐Flood EdSlack	Movieual Markadar Moces	5mns	25.8	>20m	4.8	7.9	180	j	34-30.0N	34-34.77N	25
Point Clearce Coastal voyages Coastal voyages Vessel II Special Atea, Rect area, 1.18 ×60m 31.3 5mns Elvisual Elfkadar IIGPS □Flood IISlack B Traffic Route (C)  1.18 ×60m 31.3 5mns Elvisual Elfkadar IIGPS □Flood IISlack B Traffic Route (C) □Cohestial □Cther □Ebb Sel □rift B Pass Akashikalikyo 0-hashi Bridge (4)	W-50				□Celestial □Other							1630	135-04.8E	135-00.46E	
Clearce  Cle	do	Pass Akashikaik	Φ.	☐Flood <b>B</b> Slack	<b>⊡</b> Visual <b>⊡</b> Ŕadar <b>⊡</b> GPS	5mns	30.12	>40m	4.32	7.9	124	; r	34-34,77N	34-37.16N	24
Clearce  Clearce  Coastal voyages  Coastal voyages  Coastal voyages  SECA, Important Observations etc	65-MO				□Celestial □Other							1645	135-00.46E	134-59.1E	
Point Clearce Coastal Voyages Vessel in opedial Alea , Keel area, SECA, Important Observations etc	E/2 M/3	Traffic Route	оп	□Flood ☐Slack	図Visual 四条adar 四句PS	5กากธ	31.3	>60m	1.18	7.9	086	9-Mar	34-37.18N	34-37.1N	23
Way (total) A/B/C	area, s etc	Vessel in Sp SECA, Impo	A/B/C		Coastal voyages	,	(total)	keel Clearce	Point	(Speed)	(True Course)		Name Lat Long	Name Lat/ Long	8
Speed of Distance Expectad To Go que GPS position NOT Tidal Current Type Special Concern., Notes such as Advance to Next Under ncy to be relied on Concentration of fishing boats			Туре	Tidal Current	GPS position NOT to be relied on	que	To Go	Minimum	Distance to Next	Speed of Advance	Advance	ETA	Geographical	Geographical	20 20 20
Dist Fre Fix Method Watch Instructions, Notes, Hazards of		_	Watch		Fix Method	Fig.	Dist								
Remarks During Voyage		Remark				Ţ.			Line	Track			Way Point	W	

Prepared by: ( \*\* Use additional sheets as required for more waypoints. In remarks section put reference to any dangers to navigation on the course, any speed changes required, concentration of fishing vessels, Maximum parallel Indexing, or any such relevant information. Watch: Type of watch – A (Duty officer + Lookout from sunset to Sunrise) B (Master + Duty Officer + Lookout). Helmsman to be called by the Duty Officer as per Master's Standing Instructions. Call an additional look out when the regular look out is used as

Read and understood prior taking over watch: Chief Officer, Approved by Master: 2<sup>nd</sup> Officer Always verify the units of soundings on each chart in use & Proceed at Safe Speed なっかと

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Chart Numbers: JP153,JP137B,JP137A,JP106,JP131,JP150A,JP150C,JP77,JP93,BA996,JP80,JP87,BA2347,BA4510,BA4522,BA4805,BA4806,BA4920,BA4922,BA4944,BA4945,BA4943 Vessel Mount Baker Voy/ Date 1402/09-Mar From Matsunaga 7 Kultus Cove Draft F 3, 3 8 A 5.81 Air Draft \$7.19 Sheet Nr

Track   From				DEbb Set Drift	⊠Celestial □Other	mns							134-30.0W	142-05.0W	
Processor   Proc			>	□Flood □Slack	□Visual □Radar 🖾 GPS	120	664.7	>1000m	298.1	10.9	090		49-13.2N	49-13.0N	4
Property   Point   Property   P					©Celestial □Other	mns							142-05.0W	149-35.0W	
Course of Speed of Delance   Course of Speed of Speed of Speed   Course of Speed of Speed of Speed of Speed   Course of Speed of S			∢	□Flood □Slack	□Visual □Radar 🗹 GPS	120	962.5	>2500m	297.8	10.9	084		49-13.0N	48-43.3N	43
Part   Point   Part   Point   Part					☑Celestial ☐Other	mns							149-35.0W	156-50.0W	
Page   Point   Page   Point   Page			>	□Flood □Slack	□Visual □Radar ဩGPS	120	1258.8	>4000m	296 3	10.9	079		48-43.3N	47-45.4N	42
Point   Point   Property   Prop				-	☐Celestial ☐Other	mns							156-50.0W	163-45.0W	
Pay Point   Pay			>	□Flood □Slack	□Visual □Radar <b>©</b> GPS	120	1554.6	>3000m	295.8	10.9	074		47-45.4N	46-21.4N	
Nay Point   Nay Point   Track Line   Exuncted To Go Geographical Geographical Lail Long   Speed of Lail Long Geographical Lail Long   Speed of Lail Long Geographical Lail Long   Speed of Course)   Speed of Lail Long Geographical Lail Long   Speed of Look Lail Long Geographical Lail Long Geographical Lail Long   Speed Course)   Speed of Look Lail Long Geographical Lail Long Celevis Course, Notes, Hazards of Speedla Concern, Notes, Hazards of Concern, Notes, Haz					ØCelestial □Other	mns							163-45.0W	170-15.0W	
N/Aly Point         Track Line         Track Line         Fix Expected for Geographical Congress (10 class)         Fix Expected From Geographical Congress (10 class)         Fix Expected From Geographical Congress (10 class)         Fix Expected From Geographical Congress (10 class)         Fix Expected Congress (10 class)         Fix Method         Valid on the Fix Expected Congress (10 class)         Valid on the Fix Expected Congre			>	□Flood □Slack	□Visual □Radar ØGPS	120	1849.2	>5000m	294.6	10.9	690		46-21.4N	44-34.3N	6
May Point         Track Line         Track Line         Fix Fix Method         Fix Geographical Geographical Laut Long         Fix Course of Geographical Laut Long         Course of Geographical Laut Long         Course of Course of Long Advance Laut Long         Speed of Course of Long Advance Laut Long         Distance Laut Long Geographical Laut Long         Fix Course of Long Advance Laut Long Geographical Laut Laut Laut Laut Laut Laut Laut Laut					Celestial COther	mns							170-15.0W	176-20.0W	
Point   Price   Pric			≯	□Flood □Slack	□Visual □Radar ੴGPS	120	2144.1	>3000m	294.9	10.9	064		44-34.3N	42-26.3N	39
Way Point         Track Line         Track Line         Fix Louise of Course of Lair Long         Course of Course of Lair Long         Speed of Course of Lair Long         Distance Manna Lair Long         Fix Louise of Course of Louise of Course of Lair Long         Fix Louise of Course of Lair Long of Louise o					GCelestial Cother	mrs							176-20.0W	178-00.0E	
Way Point         Track Line         Fix Fix Method         Remarks During Voyage           To         Course of Recognaphical Park Name         Course of Advance Park Name         Speed of Londers         Distance Minimum Indicated Ind		Retard one day when pass IDL	>	□Flood □Slack	□Visual □Radar MGPS	120	2439.5	>4000m	295.4	10.9	080		42-26.3N	40-00.0N	38
Nay Point         Track Line         Track Line         Fix Fix Method         Fix Fix Method         Fix Method         Fix Method         Fix Method         Remarks During Voyage         Remarks During Voyage         Voyage         Point Mornance Laif Long         Course of Laif Long         Course of Laif Long         Speed of Course)         Distance Mornance Laif Long         Expected to Next Under Long of Shing Laif Long of	11-14/14			DEbb Set & Ort /2	⊡Celestial □Other	mns						11-4464	178-00.0E	143-30.0E	
Course of Fix   Course of Geographical Lalf Long   ETA Lalf	2 . o		>	□Flood □Slack	□Visual □Radar ☑GPS	120	4097	>3000m	1657.5	10.9	081	180011	40-00,0N	35-52.0N	37
Way Point         Track Line         Track Line         Expected foliant Lavi Long         Fix Nethod         Fix Method         Fix Method         Fix Method         Watch for Que cographical Lavi Long         Course of Course of Lavi Long         Course of Course of Lavi Long         Speed of Lavi Long         Course of	47.46			□Ebb Set ATA Drift <1	☐Celestial ☐Other	mns						27/45	143-30.0E	142-19.9E	
Remarks During Voyage   Fix   Fix Method   Fix	10 × 10 ×		➣	□Flood □Slack	□Visual □Radar <b>⊡</b> ′GPS	120	4157.9	>100m	60.9	10.9	070	11- Nou	35-52.0N	35-31.2N	<i>ж</i>
Remarks During Voyage   Fix   Fix Method   Fix	**************************************			□Ebb Set ∧1/2 Drift 1	□Celestial □Other	mns						2/06	142-19.9E	140-00.0€	
Name Lat/Long         ETA         Course of Geographical Lat/Long         Speed of Lat/Long         Course) Course of Lat/Long         Speed of Lat/Long         Course) Course of Lat/Long         Speed of Lat/Long         Course) Course) (Speed of Lat/Long La	- Mes		Þ	□Flood □Slack	□Visual <b>©</b> Radar <b>⊡</b> GPS	8	4283.8	>1000m	125.9	10.9	066	10 May	35-31.2N	34-40.0N	35
Way Point  Track Line  Track L	本	food garbage		DEbb Set A/ 2 Drift	□Celestial □Other	mns						1818	140-00.0E	139-18.0E	
Nay Point  Track Line  Track L	Ja-Mar	Offshore more than 12 miles, permit disposal	>	□Flood □Slack	□Visual <b>E</b> Radar EGPS	20	4318.7	>110m	34.9	10.9	083	10-h)W	34-40.0N	34-36.0N	<b>2</b>
Way Point  Track Line  To Course of Geographical ETA  Track Line  Dist Fix Fix Method  To Go que GPS position NOT Type Special Concern., Notes such as the fix	date	Vessel in Special Area, Reef area, SECA, Important Observations etc	A/B/C		Coastal voyages		(ioiai)	keel Clearice	Point	(Speed)	(True Course)		Name Lat/ Long	Name Lat/ Long	-
Way Point  Track Line  To Course of Speed of Distance Expected To Go Que Care Notes and Course of Speed of Distance Care Course of Speed of Distance Care Course of Speed of Distance Care Care Course of Speed of Distance Care Care Course of Speed of Distance Care Care Care Care Care Care Care Car	& Pan	Concentration of fishing boats	3,000	I Idal Current	to be relied on	ncy	****	Minimum	to Next	Advance	Advance	ETA	Geographical	Geographical	₹ <b>2</b> 0
Track Line Fix Remarks During Voyage	signature	Instructions, Notes, Hazards of	Watch	1	Cos Delica NOT	0 F	Dist To Go	Expected	Distance	Speed of	Course of	,,,,,,,	70	From	
		Remarks During Voyage				TI R			Line	Track			ay Point	W	

Use additional sheets as required for more waypoints. In remarks section put reference to any dangers to navigation on the course, any speed changes required, concentration of fishing vessels, Maximum parallel Indexing, or any such relevant information. Watch: Type of watch – A (Duty officer + Lookout from sunset to Sunrise) B (Master + Duty Officer + Lookout) C (Master + Duty Officer + Extra Mate + Lookout). Helmsman to be called by the Duty Officer as per Master's Standing Instructions. Call an additional look out when the regular look out is used as Helmsman.

Read and understood prior taking over watch: Chief Officer	Prepared by: (7 " \ L Approved by Master:_
2nd Officer 27 XLL	Always verify the units of sound
3rd Officer Father B	ngs on each chart in use & Proceed at Safe Speed

Vessel         Mount Baker         Voy/ Date 1402/09-Mar         From         Matsunaga         To         Kultus Cove         Draft         F 3, 8         A 5, 6 8         Air Draft 37. 32         Sheet Nr         7           Chart Numbers: JP153,JP137A,JP137A,JP136A,JP130A,JP150A,JP150C,JP77,JP93,BA996,JP80,JP87,BA2347,BA4510,BA4522,BA4805,BA4806,BA4920,BA4922,BA4944,BA4945,BA4943	1 —	
Mount Baker Voy/ Date 1402/09-Mar From Matsunaga To Kultus Cove Draft F 3, 8 A 5 も Air Draft 32.3シ Sheet Nr 7 か	Chart Numl	Vessel
Voy/ Date 1402/09-Mar         From         Matsunaga         To         Kultus Cove         Draft         F. 3, 8         A √ 6 8         Air Draft 37.32         Sheet Nr         7           06,JP131,JP150A,JP150C,JP77,JP93,BA996,JP80,JP87,BA2347,BA4510,BA4522,BA4805,BA4806,BA4920,BA4922,BA4944,BA4945,BA4943	bers: JP153,JP137B,JP137A,JP1	Mount Baker
From Matsunaga To Kultus Cove Draft F 3, 8 A 5, 68 Air Draft 37,32 Sheet Nr 7, JP77,JP93,BA996,JP87,BA2347,BA4510,BA4522,BA4805,BA4806,BA4920,BA4922,BA4944,BA4945,BA4943	106,JP131,JP150A,JP150C	Voy/ Date 1402/09-Mar
Matsunaga To Kultus Cove Draft F 3, 8 A 5、6 8 Air Draft 37. 3ン Sheet Nr 73,BA996,JP80,JP87,BA2347,BA4510,BA4522,BA4805,BA4806,BA4920,BA4922,BA4944,BA4945,BA4943	,JP77,JP9	From
To Kultus Cove Draft F 3, δ A Σ, δ δ Air Draft 32, δ ν Sheet Nr 7  A2347, BA4510, BA4522, BA4805, BA4806, BA4920, BA4922, BA4944, BA4945, BA4943	3,BA996,JP80,JP87,B	Matsunaga
Kultus Cove Draft F 3, 8 A 5 € 8 Air Draft 37.32 Sheet Nr 7 1510,BA4522,BA4805,BA4806,BA4920,BA4922,BA4944,BA4945,BA4943	A2347,BA	To
Draft         F 3, 8         A 5, 6 8         Air Draft 37, 32         Sheet Nr         7           5,BA4806,BA4920,BA4922,BA4944,BA4945,BA4943	1510,BA4522,BA480	Kultus Cove
F 3, δ A 5, δ δ Air Draft 37.3 ν Sheet Nr 7  BA4920,BA4922,BA4944,BA4945,BA4943	5,BA4806,	Draft
A 5. 6 δ   Air Draft 37.3 ν   Sheet Nr 7 4922,ΒΑ4944,ΒΑ4945,ΒΑ4943	BA4920,BA	F 3, 8
Air Draft 37.32 Sheet Nr 7	4922,BA494	A 5.68
Sheet Nr 7	4,BA4945,BA494	Air Draft 37,32
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	3.0N 096	49-13.2N 48-43.0N	45
(Speed) Point Clearce (total) Coastal voyages A/B/C		Name Name	
Advance to Next Under nCV to be relied on lidal Current	ETA		ନିଷ୍ 
Dist Fre Fix Method Watch	o Course of	From To	
Track Line Fix Remarks During Voyage		Way Point	

Use additional sheets as required for more waypoints. In remarks section put reference to any dangers to navigation on the course, any speed changes required, concentration of fishing vessels. Maximum parallel Indexing, or any such relevant information. Watch: Type of watch – A (Duty officer + Lookout from sunset to Sunrise) B (Master + Duty Officer + Lookout) C (Master + Duty Officer + Extra Mate + Lookout). Helmsman to be called by the Duty Officer as per Master's Standing Instructions. Call an additional look out when the regular look out is used as Helmsman.

Read and understood prior taking over watch: Chief Officer	Prepared by: ( ) \ \ Approved by Master:_
(h.k.)	X
2 <sup>nd</sup> Officer 27	Always verify the units of soun
3rd Officer \$37Kg/	idings on each chart in use 💃 Proceed :
	Proceed at Safe Speed

Vessel

Mount Baker

Voy/ Date 1402/09-Mar From

Matsunaga

7

Kultus Cove

Draft

A 5,68

Air Draft ₹7,3 1 Sheet Nr

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	₩	Way Point			Track Line	Line			7			
	From	To		Course of		<u>,</u>	Expected	Dist	F F	Fix Method		Watch
Z R	Geographical Name	Geographical Name	ETA	Advance	Speed of Advance	Distance to Next Way	Minimum Under	(total)	que	GPS position NOT to be relied on	Tidal Current	A/B/C
	Lat/ Long	Lat/ Long		Course)	(naarie)	Foint	Clearce			Cuastal vuyages		
56	50-28.45N	50-28.1N		101	7.9	<u>.</u>	>150m	12.5	5mns	ØVisual ØRadar DGPS	□Flood □Slack	OI
	127-55.7W	127-53 GW								DCelestial DOther	Tenh Set	
57	50-28.1N	50-29.0N		047	7.9	4	>100m	10.7	5mns	Misual Meadar ∏Gps	2026	D
								-	9	E restor Estados	0000	ō
	127-53.0W	127-51.4W				ļ Ļ				□Celestial □Other	□Ebb Set Drift	
58	50-29.0N	50-28.4N		110	7.9	1.8	>100m	9.3	5mns	ØVisual ØRadar □GPS	□Flood □Slack	œ
	127-51.4W	127-48.8W								□Celestial □Other	□Ebb Set _ Drift	-
59	50-28.4N	50-28.5N		080	7.9	0.8	>100m	7.5	5mns	ØVisual ØRadar □GPS	Siaci	0
	127-48.8W	127-47.8W								Celestial Other		
60	50-28.5N	50-29.52N		033	7.9	<u>ا</u> ئ	-	-	,			
-	127-47.8W	127-46.6W					>100m	6.7	SHILLS	⊠Visual <b>W</b> Radar DGPS	□Ebb Set	æ
6	50-29.52N	50-29.7N		088	7.9		>100m	6.7	offile	⊠visual <b>W</b> Radar DGPS DCelestial DOther	Slac	æ
_	127-46.6W	127-40.0W				4 2		6.7	5mns	⊠Visual WiRadar □GPS □Celestial □Other ⊠Visual ØRadar □GPS	□Ebb Set	ω σ
8	50-29.7N	50-30.22N		048	6.9	4.2	ļ	5.4	5mns	EVisual E/Radar □GPS □Celestial □Other EVisual E/Radar □GPS □Celestial □Other	Slad	w &
_	127-40.0W	127-39.1W				0.7		6.7 5.4 2.2	5mns	EVisual Eradar DGPS Delestial Dolher EVisual Eradar DGPS Delestial Dolher EVisual Eradar DGPS	DEbb Set Drift DFlood DSlack DFlood DSlack DFlood DSlack DFlood DSlack	α ω α
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	127-39.↑W	127-38.08W	1000		ر د	0.7 4.2		1.5 5 6.7	5mns 5mns	EVisual Eradar DGPS  Celestial Dolher  EVisual Eradar DGPS  Celestial Dolher  Evisual Eradar DGPS  Celestial Dother  Evisual Eradar DGPS	DEbb Set Drift DFlood DSlack DFlood DSlack DFlood DSlack DFlood DSlack DFlood DSlack DFlood DSlack	w
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İ	127-38.08W	127-38.0W			ω v <sub>n</sub>	0.7		6.7	5mns 5mns	EVisual Eradar DGPS  Celestial Cother  EVisual Eradar DGPS  Celestial Cother  Evisual Eradar DGPS  Celestial Dother  Evisual Eradar DGPS  Celestial Dother  Evisual Eradar DGPS  Celestial Dother	DEbb Set Drift DFbood DSlack DFfood DSlack DEbb Set Drift DFfood DSlack	<b>ω ω ω ω ω</b>
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Issued/Rev: 01.10.13 / 13

Prepared by: ( ) X V

Approved by Master:

Read and understood prior taking over watch: Chief Officer\_

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Retain completed plans on board for at least one year

2<sup>nd</sup> Officer \_\_\_

Always verify the units of soundings on each chart in use & Proceed at Safe Speed

\_3rd Officer\_